

# The Hongkong Telegraph.

(ESTABLISHED 1881.)

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August 2nd, 1910, Barometer 10 a.m. 29.68, 4 p.m. 29.58; Temperature...85, 86; Humidity...75, 75; Rainfall...0.15  
August 2nd, 1910, Barometer 10 a.m. 29.71, 4 p.m. 29.61; Temperature...81, 77; Humidity...86, 80; Rainfall...1.13

No. 8594

號九初月六年三統宣

THURSDAY, AUGUST 3 1911.

四拜禮

號三月八英港香

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SPECIAL TELEGRAMS.	SPECIAL TELEGRAMS.	REUTER'S TELEGRAMS.	REUTER'S TELEGRAMS.	REUTER'S TELEGRAMS.	REUTER'S TELEGRAMS.	CHINESE TELEGRAMS.
<b>THE SEAMEN'S STRIKE.</b>  LONDON DOCKERS.  [THE "TELEGRAPH" CORRESPONDENT.] London, August 2, 5.40 p.m. 14,000 London dock labourers have struck work in sympathy with the seamen on strike.	<b>THE JAPANESE DISASTER.</b>  IMPERIAL DONATION.  [THE "INDEPENDENT NEWS" AGENCY.] Tokyo, August 3. Their Majesties the Emperor and Empress of Japan have donated a sum of sixty thousand yen towards the relief of the sufferers in Tokyo through the late inundations and storms.	<b>A VOTE OF CENSURE.</b>  London, August 3, 2.5 a.m. In the House of Commons, the Right Hon. A. J. Balfour, Leader of the Opposition, gave notice, amid cheers and Ministerial laughter, that on Monday he would move a vote of censure against the Government, concerning their advice to His Majesty the King, whereby they obtained a pledge from His Majesty that a sufficiency of Peers would be created in order to secure the passing of the Parliament Bill.	<b>AIRSHIP FATALITY.</b>  ENGLISHMAN KILLED.  [SERVICE TO THE "TELEGRAPH."] London, August 2, 2.10 p.m. The young English airman, Mr. Gerald Napier, in a trial flight from Brooklands yesterday evening, was thrown out of his aeroplane and killed. His fellow-passenger escaped with a shock.	<b>OBITUARY.</b>  [SERVICE TO THE "TELEGRAPH."] London, August 2, 11.50 p.m. Dean Gregory of St. Paul's Cathedral is dead. [A reference to the late esteemed Dean Gregory of St. Paul's will be found in our special telegram columns.]	<b>CANADIAN CRUISER.</b>  NIOBE ASHORE.  [SERVICE TO THE "TELEGRAPH."] London, August 3, 7 a.m. The Canadian cruiser Niobe has been ashore on the coast of Nova Scotia since Sunday, and is settling down by the stern. One hundred and ninety boy recruits were disembarked, and sent to Halifax. They behaved splendidly when the ship struck.	<b>CHINESE IN DUTCH INDIES.</b>  [THE "SHUNG PO" SERVICE.] Peking, Aug. 2. The Ministry of Foreign Affairs has requested the Dutch Minister at Peking to ask the Colonial Government of the Dutch Indies to remove the drastic measures imposed upon Chinese residents there. It is said that the Dutch Minister has promised to report the matter to his Government at Amsterdam.
<b>LORDS AND COMMONS.</b>  A CENSURE.  [THE "TELEGRAPH" CORRESPONDENT.] London, August 2, 5.40 p.m. The Right Hon. A. J. Balfour, Leader of the Opposition, is moving in the House of Commons a resolution of censure upon the Government with reference to their advice to the King to create new Peers in connection with the passing of the Parliament Bill.	<b>YOKOHAMA AND TOKYO.</b>  PROPOSED CANAL.  [THE "INDEPENDENT NEWS" AGENCY.] Tokyo, August 3. An application for the construction of a canal between Tokyo and Yokohama has obtained the assent of the Japanese authorities.	<b>THE SHIPPING STRIKE.</b>  AT LONDON DOCKS.  [SERVICE TO THE "TELEGRAPH."] London, August 2, 11.50 p.m. The situation at London Docks is described now as being extremely grave. Over twelve thousand hands have struck work, demanding a pay of eightpence an hour and one shilling an hour for overtime.	<b>THE SHIPPING STRIKE.</b>  AT LONDON DOCKS.  [SERVICE TO THE "TELEGRAPH."] London, August 2, 11.50 p.m. The situation at London Docks is described now as being extremely grave. Over twelve thousand hands have struck work, demanding a pay of eightpence an hour and one shilling an hour for overtime.	<b>COUNTY CRICKET.</b>  LATEST RESULTS.  [SERVICE TO THE "TELEGRAPH."] London, August 2, 8.20 a.m. Essex beat Nottinghamshire by an innings and 228 runs. Yorkshire beat Nottinghamshire by 225 runs. Essex beat Worcester. Warwickshire scored a draw.	<b>CRISIS IN THE LORDS.</b>  THE CENSURE.  [SERVICE TO THE "TELEGRAPH."] London, August 3, 7 a.m. Lord Lansdowne, on behalf of Lord Curzon, has given notice that on Tuesday in the House of Lords he will move a vote of censure against the Government in the same terms that will be applied by Mr. Balfour in the House of Commons.	<b>CHINESE CONSULATE.</b>  TO BE ESTABLISHED AT DUTCH INDIES.  [THE "SHUNG PO" SERVICE.] Peking, August 2. The Dutch Minister at Peking is alleged to have granted the request of the Ministry of Foreign Affairs for the establishment of a Chinese Consulate at Dutch Indies for the protection of Chinese residents there.
<b>PREMIER INDISPOSED.</b>  [SERVICE TO THE "TELEGRAPH."] London, August 2, 5.40 p.m. Right Hon. H. H. Asquith, the Prime Minister, is indisposed.	<b>FIRE ON A WHARF IN LONDON.</b>  FIREMEN SUCCUMB.  [SERVICE TO THE "TELEGRAPH."] London, August 2, 8.50 a.m. At a fire on the Union Cold Storage Wharf in London, the firemen who were called upon to fight the flames were overcome by the fumes of ammonia, arising out of the freezing room stored with eggs and other provisions. Twelve members of the Fire Brigade, including the superintendent, were rendered unconscious, and suffered seriously from freezing as a result of refrigeration.	<b>IN THE LOBBIES.</b>  Mr. Balfour's notice of motion was regarded in the Lobbies as a demonstration in force, aiming towards a reconciliation of the Unionists, tending to satisfy the combative policy of the "No Surrender" section of the Party, and to compensate them for allowing the House of Lords to pass the veto.	<b>HAITIAN MATTERS.</b>  "A BLOODLESS REVOLUTION."  [SERVICE TO THE "TELEGRAPH."] London, August 2, 11.50 p.m. There has been a bloodless revolution in Haiti, which ended with President Simon departing in a foreign vessel. [In a late telegram, called from a Manila paper the other day, there appeared the following message:—"Port au Prince, July 21.—Success is attending the rebel forces in northern Haiti, with the result that every day sees an addition to their numbers and the movement seems likely to assume the proportions of a general revolt. The cause of President Simon is considered lost.]	<b>ENGLISH BYE-ELECTION.</b>  AT MIDDLETON.  [SERVICE TO THE "TELEGRAPH."] London, August 3, 8.45 a.m. The result of the bye-election ordered necessary by the appointment of Mr. W. R. Adkins, the Liberal member for Middleton, who has been appointed Recorder at Nottingham, is that Mr. Adkins has been re-elected by a majority of 6,863 votes against 6,452 for Mr. Howins, the Unionist candidate.	<b>DEATH OF BISHOP OF OXFORD.</b>  [SERVICE TO THE "TELEGRAPH."] London, August 3, 7 a.m. The death is announced of the Bishop of Oxford. [Right Rev. Francis Paget had been Bishop of Oxford since 1901. He finished his education at Christ Church and gained many University honours. Also, he wrote many publications which are equal in famousness to his sermons.]	<b>CHINA AND HOLLAND.</b>  [THE "SHAT PO" SERVICE.] Peking, August 2. An agreement has been drawn up between China and Holland to establish Consulates. The agreement consists of 17 clauses.
<b>DEATH OF DEAN GREGORY.</b>  OF ST. PAUL'S.  [THE "TELEGRAPH" CORRESPONDENT.] London, August 2, 5.40 p.m. Dean Gregory of St. Paul's is dead. [The Very Reverend Robert Gregory, D.D., had been Dean of St. Paul's Cathedral since 1891. He finished his education at Corpus Christi, Oxford. His sermons at St. Paul's were famous for their perspicuity and Christian feeling.]	<b>AFFAIRS IN MOROCCO.</b>  TWO ENGLISHMEN EXPELLED FROM AGADIR.  [SERVICE TO THE "TELEGRAPH."] London, August 3, 2.40 p.m. The Moorish authorities have expelled from Agadir the "Daily Express" correspondent, Mr. Ostler, and another Englishman connected with the "Express." At Tangier the Commander of the German cruiser Berlin offered to intercede on Mr. Ostler's behalf, but his offer was declined.	<b>LIBERAL VIEW.</b>  On the Liberal side to-day, there is expressed a confidence that no Peers will be created, as the Government are sure of out-voting Lord Halsbury's supporters unaided.	<b>AMERICAN RECIPROCITY.</b>  WITH CANADA.  [SERVICE TO THE "TELEGRAPH."] London, Aug. 2, 11.50 p.m. A Washington message states that the United States Senate has adopted a Bill putting on the free list articles necessary to agriculture.	<b>PARLIAMENT BILL.</b>  LORD MORLEY'S LETTER.  [SERVICE TO THE "TELEGRAPH."] London, August 2, 8.50 a.m. Viscount Morley, the Liberal Leader in the House of Lords, in a letter published, says that the decision of the Lords on the Parliament Bill will probably be taken on the 9th of August. Lord Morley, in his letter, points out the peculiar circumstances attending the situation, which, he said, was due to a small minority of the nation aiming at a rejection of the Bill notwithstanding the dislocation of Parliamentary business and other undesired consequences that would inevitably follow.	<b>THE MANUFACTURING OF EXPLOSIVES.</b>  [THE "TELEGRAPH" CORRESPONDENT.] Canton, August 1. His Excellency the Viceroy has telegraphed to the Ministry of Foreign Affairs regarding the discovery of a large quantity of explosives found on board the steamer Kwangtung. In the telegram the Viceroy stated that the Canton officials have been able to trace out the manufacturing place of these explosives and they were much surprised to find that this contraband, which is prohibited by international laws, should have been smuggled into Canton. The Viceroy asked the Ministry to notify the Diplomatic Body to write to their respective Governments to prohibit the merchants from supplying this contraband to Chinese anarchists in defiance of the international laws.	<b>FAMINE AT ANHWEI.</b>  SUFFERERS TO BE RELIEVED.  [THE "SHAT PO" SERVICE.] Peking, Aug. 2. The President of the Ministry of Communications has memorialized the Throne to draw \$50,000 from the Imperial Treasury for the relief of the famine sufferers at Anhwei.
<b>COUNTY CRICKET.</b>  LATEST RESULTS.  [THE "TELEGRAPH" CORRESPONDENT.] London, August, 2, 5.40 p.m. Yorkshire beat Nottinghamshire. Essex beat Worcester.						<b>ANARCHISTS' ACTIVITIES.</b>  TO BE WATCHED.  [THE "SHAT PO" SERVICE.] Peking, Aug. 2. The Ministry of Interior proposes to send a number of detectives to the various treaty ports to watch the movements of anarchists.
						<b>The Weather Forecast.</b> 







INDO-CHINA STEAM  
NAVIGATION CO.

The following is the balance sheet and revenue account of the Indo-China Steam Navigation Co., Ltd., at 31st December, 1910.

## Liabilities

To Share Capital— £ 2,200,000

Authorised £1,200,000

divided into 120,000

6% cumulative preferred

ordinary shares, and

120,000 deferred

ordinary shares of £5

each

Subscribed and paid up—

49,683 common five preferred

ordinary..... £217,945 0 0

49,683 deferred ordinary

..... £217,945 0 0

195,890 0 0

To first mortgage debentures—

First issue of £345,000

Subscribed and paid up..... £206,175 0 0

Also £22,000 issued and

pledged with bankers as

security for temporary

loans as may be required.

To balance of underwriting

account..... £11,200 0 0

To sundry creditors in

London and China..... £1,713 18 3

To loans..... 2,000 0 0

To deposits..... 13,855 15 9

To balance from revenue

account..... £45,436 15 8

To less interest dividend

declared 29th November

1910..... £7,136 7 0

27,998 8 8

Note—

Contingent liability for

contingencies preferred

dividend for 1910, 1909

and 1910 amounts to

£47,191 15 0

£271,963 3 0

Assets.

By steamship, hulks, ferry

boats, etc. £64,001 13 3

Less depreciation written

off for this year..... £55,364 19 2

8,636 11 1

By coal and provision on

board ships and in gar-

downs..... 9,875 18 2

By office furniture..... 70 1 1

By sundry debts in Lon-

don and China, agents'

balances, freights, etc..... £116,659 18 8

By cash in London and

China..... 18,018 11 9

By deposit at short notice

..... £4,700 0 0

By deposit in names of

the trustees for debenture

holders £3,000 0 0

6,700 0 0

By expense of debenture

issue..... £11,980 16 0

Less written off £24,000 0 0

11,980 16 0

271,963 3 0

Revenue Account for Year ending

31st December, 1910.

To general charges and

telegrams in London

and China, including

directors', trustees'

and auditors' fees..... £2,193 3 11

To general interest..... 1,155 7 1

To debenture interest..... 11,810 1 9

Expenses of debenture

issue, amount written

off..... 3,000 0 0

To depreciation account—

On steamships, etc..... £55,364 19 2

On office furniture..... £15 0 0

55,379 19 2

To premiums on redemption

of debentures..... 376 5 0

To balance transferred to

balance sheet..... 35,436 15 8

£116,407 15 7

Cr.

By balance brought forward

from 1909..... 7,537 8 2

By net earnings of steamers

for the year, including

adjustment of commission

and charges made

by the general man-

agers..... £3,852 5 5

By amount transferred

from underwriting ac-

count..... £20,000 0 0

By transfer from..... 18 2 9

£116,407 15 7

W. Keswick, Director.

H. Benzel, Director.

The report of the Board of

Directors was published on page

41 of our issue of Tuesday.

THE FINGER PRINT  
SYSTEM.

The efficacy of the finger print system and the success which has attended its introduction into the Settlement by the Municipal Police was again demonstrated at the Mixed Court, Shanghai.

As long ago as November 28, 1910, information was laid that a burglar had broken into the house 3, Young Ellen Terrace and made off with electric fittings to the value of \$150. At the first blush it would appear that there was not a clue left behind to identify the unwelcome visitor, but a minute inspection of an electric bulb showed clearly the imprint of a thumb and first finger. The bulb was taken charge of by Sergeant Welch, who made the discovery, and was lodged at the Identification Office. Subsequently photographs of the print were taken. Months passed, and although every native prisoner's thumb and finger prints were taken, the burglar, particularly wanted, could not be found. On the 9th instant, however, a native was arrested and charged with the theft of a brass door handle value \$2 from 27 North Soochow Road and, on his finger prints being taken, they were found to be identical with those found on the electric bulb. This led the Police to make further inquiries about the accused and subsequently the latter admitted many burglaries and felonies and pointed out the places from where he had obtained booty. Altogether he had secured goods to the value of nearly \$400.

These facts were narrated to the magistrates and enlarged photographs of the finger prints were produced for inspection.

The accused was committed to prison for eighteen months.—"N. C. D. News."

MR. BARBER'S GIFT TO  
THE SERVICES.

The following are descriptions of the four Valkyrie military monoplane which Mr. H. Barber has presented to the Government with a view to encouraging aviation in the Services:—

1. Fitted with 30 h.p. Green engine. Carries one person. Speed 55 miles per hour. Built especially strong, and particularly adapted for the use of beginners.

2. To carry pilot and passenger (or two light passengers). Fitted with 60-80 h.p. Green engine. Speed 40-50 miles per hour. Especially suitable for pupil passenger work.

3. To carry one person. Latest design of this type. Fitted with 40-50 h.p. Green engine. Speed 45 miles per hour.

4. Latest passenger-carrying type. Built to carry a 50 h.p. Gnome engine. Speed 50-55 miles per hour.

Two of the machines are particularly adapted for naval purposes, being fitted with combination floats and wheels to allow them to rise from or descend upon either land or water.

The Valkyrie aeroplanes are not only entirely British-built, but are of distinctive British invention and design, and differ considerably from all other types of aeroplanes. Mr. Barber's latest Valkyrie type of military monoplane has the engine and propeller behind the pilot, thus securing an unobstructed view. The under-carriage permits the machine to descend safely upon extremely rough ground. The machine is very light, though strong, and can be folded up in a few minutes for transportation by road. It is already well known for its longitudinal stability, and has frequently been flown for considerable distances with the pilot's hands off the controls and above his head—once for six minutes, during which three complete circuits were accomplished.

Mr. Barber has also offered to the Government his services as a designer, constructor, and pilot as far as his time permits.—"The Times."

## RECORD HEAT.

The most intense heat wave that has been known in America for a generation has caused more than 500 deaths. In New York alone 109 fatalities are reported.

The highest temperatures recorded in England up to 6 p.m. were:

Locality	Temp.	Locality	Temp.
London (City) 83		Southsea 79	
Scarbrough 82		Malton 79	
Hunstanton 82		Bournemouth 78	
Clevedon 80		Buxton 78	
Crocker 79		Dover 78	
Weymouth 79		Harrington 78	

Only one fatality is recorded in connection with the heat wave in England, a man dying in the street at Worthing, Sussex.

There is no sign of any break in the weather here. "Fine, warm weather continuing" is the official forecast.

## 500 DEAD IN AMERICA.

Exhausted Nation's Sufferings. New York has been converted temporarily into a city of pygmies, millions, who may be seen following distressfully at every window and balcony in night attire, vainly seeking relief from the intolerable heat which has afflicted this country for five days.

The heat wave, which the chief of the Weather Bureau at Washington describes as more extensive and more intense than any recorded by meteorological science during the present generation has already caused more than 500 deaths in the country east of the Mississippi Valley. Every hour adds its number to the victims. Ten deaths from heat were reported in New York, making a total for the metropolis alone of 109, not to mention the innumerable cases of prostration which have reduced doctors and nurses to the last stages of exhaustion.

In Chicago sixty-four people succumbed to the heat, in Philadelphia twenty-nine. Similar tales of mortality are published from a score of towns. The streets are littered with exhausted horses.

The official thermometer of the New York Weather Department registers only 93 deg., but as the thermometer is situated on the Alpine heights of a skyscraper, it gives only a faint indication of the sufferings of the populace, which is working in an atmosphere of 100 deg. Many establishments have temporarily suspended operations and allowed their clerks and other employees to remain at home, or attempt to alleviate their condition at the seashore. Trains, however, are more uncomfortable than offices, and this morning, after a short congestion of traffic on the underground railway, many passengers fainted, and had to be lifted on to the platform.

The temperature is falling and the Mississippi Valley Weather Bureau is buoying the hopes of an exhausted nation with the promise that a cool wave will probably reach the Atlantic seaboard.

San Jose, another heavy sufferer in 1906, reported that the shock to-day was the sharpest experienced since that time, but that it did no serious damage. Stockton and Fresno, in the San Joaquin valley, were early frightened by the jarring, but there, as in Sacramento, where the State offices were deserted in a trice as a result of the quake, the damage to buildings was trifling.

In Reno, Nevada, the shock was scarcely felt, but in Carson it was severe. The federal court was in session in the Nevada capital, and judge, jury and attorneys rushed post-haste to the streets.

At the Santa Clara College Observatory, both reels were thrown off the seismograph. They were immediately replaced, but the records of the disturbance will be incomplete because of this. The main time clock at the observatory of the University of California was stopped, for the first time since the great quake of five years ago.

The deep booming reverberation which usually marks disturbances of a widespread character accompanied the first tremor. In San Francisco the groaning and creaking of the strained steel structures in the downtown district played a larger part in frightening the populace than did the tremors.

Word was received by the local Weather Bureau from the sub-station at Mount Tamalpais, 2,000 feet above the sea, to the effect that the sharpest shock had been felt there since the disaster of 1906. The mountain is close to the "fault," which opened during the 1906 quake.

Recorded at Seattle. Seattle, July 1st.—The records of the seismograph at the Univer-

THE EARTHQUAKE SHOCK  
IN SAN FRANCISCO.

Sharpest Since 1906.

San Francisco, July 1st.—Two earthquake shocks, the heaviest since the big shake of 1906, and separated by only a few seconds, jarred the central portion of California and Western Nevada to day.

The first sharp shock, experienced at approximately 2.01 o'clock, was followed within a few seconds by one of similar intensity, each lasting about five seconds. Only trivial damage has been reported from any section, but in San Francisco and other cities in the affected area panic seized upon crowds in stores and restaurants, and there was a pell-mell rush from the large buildings. One peculiar feature of the earthquake was that it did not appear to follow the old "fault" in the earth's crust, which has been the playground of tremors in the past, but extended from sea-coastward to the Sierras, including hitherto exempt mountain areas. It was felt to the northward of Sacramento valley, southward as far as Fresno, and to the east at Carson and Reno, Nevada, the latter place experiencing the heaviest shock in its history.

Some slight damage was done to buildings in San Francisco. Heavy stones in the cornice of the Mechanics' Bank building were moved slightly out of alignment; superficial cracks were made in several large office building; cornices of the new post-office building were disarranged, and minor damage was done to the interior walls of a number of other buildings.

Within a few seconds after the first shock many down-town buildings were depopulated in a wild rush to the streets. Telephonic and telegraphic services were suspended for some minutes because of the operators deserting their keys. Herbert Hadley, a lodging-house inmate, fell dead of fright, and some cases of hysteria or of cuts or bruises suffered in the semi-panic were treated at the emergency and other hospitals.

Santa Rosa, which suffered a greater disaster in proportion to its size than did San Francisco in the catastrophe of 1906, scarcely felt to-day's shock, further indicating that the seismic disturbance did not follow the lines of the old "fault."

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Recorded at Seattle. Seattle, July 1st.—The records of the seismograph at the Univer-

Prepaid  
Advertisements.

25 WORDS \$1. for 3 insertions or \$2 for one week.

## BOARD AND RESIDENCE.

"HOMEVILLE," Morrison Hill, splendid view of the harbour, 11 minutes from Post Office by electric cars; entrance 153, Wanchai Road. Apply at the house. [1283]

WANTED for Singing practice. Room with Piano for half an hour daily before 8 o'clock A.M. State terms.—S. L. H., c/o The Hongkong Telegraph. [1282]

TO LET IMMEDIATELY.—A well furnished bedroom suitable for a bachelor at very moderate terms. Apply "ENGLISH," c/o The Hongkong Telegraph. [1286]

City of Washington show that the earth shocks in the direction of San Francisco began to manifest themselves at 2 o'clock, increasing in violence until 2.10, when they gradually diminished. At 2.30 the needle was busily quivering.

Three principal shocks were recorded, the first one, lasting three minutes, being the most severe. The north and south movement was the greater, the east and west movement being apparently insignificant.

The record will not be removed from the drum until noon tomorrow, and until this is done it will be impossible to locate the centre of the disturbance. Max Hileke, who is in charge of the Observatory, said that judging from a superficial examination of the record the earthquake was not unusually severe.

## THE SAFETY MATCH.

The grant of a Civil List pension of £50 annually to the daughter of the late Dr. George Gore, F.R.S., L.L.D., recalls an interesting and romantic personality of the great scientific awakening of the mid-Victorian era.

Dr. Gore, who had devoted most of his long life to scientific research, died two years ago at the age of eighty-two, leaving a fortune of some £6,000. It is because he left the bulk of his savings to the Royal Society and the Royal Institution, to be devoted to the furthering of original scientific research, that his daughter needs the pension that has now been granted.

His small fortune represented a very small part of the wealth that he created. His daughter's small pension represents the return of but a fraction of the benefits which the nation derived from his labours. Upon the chemical discoveries which resulted from his patient investigations and experiments with phosphorus are based the safety match. Upon his researches in electro-metallurgy are based nickel-plating and the electro-deposition of other metals. If he had received the fraction of a percentage of the profits derived from the commercial uses to which his scientific discoveries were applied he would have been many times a millionaire.

## Blacksmith to Scientist.

But his concern was with pure science, and he was content to make discoveries out of which inventors and manufacturers gained huge fortunes.

George Gore was born in Bristol, the son of a workingman, in 1820. He had no education beyond reading and writing, for there was none available. He left school at the age of thirteen and worked as an errand boy till he apprenticed himself to a blacksmith, and as a blacksmith he earned his living as a young man. But the wonders of science fascinated him. He educated himself. As a young man he settled in Birmingham, where industrial development demanded scientific knowledge, and devoted himself to research.

Typewriting, dyeing, chemical bleaching, electro plating, a hundred trades benefited by his discoveries. To the end of his life he went on experimenting, and made a modest fortune but everybody who strikes a match does so with his help.

## Intimations

SHORTEST & QUICKEST ROUTE  
BETWEENTHE FAR EAST & EUROPE.  
via DAIREN.

## SUMMER SCHEDULE.

(Effective from May 1, 1911.)

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st Class Cars, is operated between Dairen and Changchun in connection with the Trans-Siberian Express Train and with Dairen-Shanghai Direct Steamer Service by the S.S. "Kobe Maru" and "Saikyo Maru" (each 2,877 tons) as follows:—

## NORTH BOUND.

1st Class Fares	Shanghai (Steamer).....Lv.	Dairen ( " ).....Ar.	Thurs. Sat. Sun.	Fri.
\$40	(S.M.R. Train).....Lv.	6.00 a.m.	"	"
Y14.95	Mukden ( " ).....Ar.	1.50 p.m.	"	"
Y11.50	Changchun ( " ).....Ar.	2.05 "	"	"
R 9.60	(Russian Train).....Lv.	8.30 "	"	"
	Harbin ( " ).....Ar.	*9.30 "	Mon. Thurs. Sat.	
		*9.10 a.m.	State Ex-press for Moscow	State Ex-press for St. Petersburg

## SOUTH BOUND.

			State Ex- press from Peking	State Ex- press from Moscow	Wagon Lit. from Mos- cow
Connecting at Harbin with					
R 3.60	Harbin (Russian Train).....Lv.	11.20 a.m.	Mon.	Wed.	Fri.
	Changchun ( " ).....Ar.	8.25 p.m.	"	"	"
Y 11.50	(S.M.R. Train).....Lv.	10.30 "	"	"	"
	Mukden ( " ).....Ar.	5.10 a.m.	Tues.	Thurs.	Sat.
Y 14.95	( " ).....Lv.	5.25 "	"	"	"
	Dairen ( " ).....Ar.	1.30 p.m.	"	"	"
Y 40.00	( " ) Steamer	Noon	Wed.	"	Sun.
	Shanghai ( " ).....Ar.		Fri.	"	Tues.

\* Russian Train Time is 23 minutes ahead of the S.M.R. Time. For instance, 6 p.m. by the former is 5.37 p.m. by the latter.

Supplementary Charges on DAIREN-CHANGCHUN Service.

Express Extra Fee.....Y3.00 Sleeping Car Supplement.....Y6.00

TICKET AGENTS.—The Company's railway and steamer tickets are

obtainable at all the Agencies of the International Sleeping Car & Express

Trains Co., the Nippon Yusen Kaisha, Shanghai, Messrs. Thos. Cook & Son,

and Reisebureau der Hamburg-Amerika Linie.

RAILWAY HOTELS.—Yamato Hotel (Tel. Add.: "Yamato") at

Dairen, Port Arthur, Mukden, Fushun and Changchun, all under the Com-

pany's management.

SOUTH MANCHURIA RAILWAY COMPANY  
DAIREN.





## NOTICE.

We beg to inform our Customers and the Public generally that we have from this date adopted new labels for Gin imported and bottled by us.

## A. FINEST OLD TOM GIN

will in future bear the label

SIR ROBERT BURNETT & CO.'S  
OLD TOM GIN

Imported and bottled by A. S. WATSON & CO., LIMITED.

## B. FINEST UNSWEETENED GIN

will in future bear the label

SIR ROBERT BURNETT & CO.'S  
DRY GIN.

Imported and bottled by A. S. WATSON & CO., LIMITED.

## A. S. WATSON &amp; CO., LTD

Hongkong, 28th June, 1910.

## NOTICE TO SUBSCRIBERS.

From and after 1st January, 1909, the rates of Subscription to the "Hongkong Telegraph" (daily and weekly issues) will be as follows:—

Daily—\$36 per annum.

Weekly—\$13 per annum.

The rates per quarter and per annum, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

## (PAYABLE IN ADVANCE.)

There will be no rebate to Missionary subscribers as heretofore.

By Order,

"HONGKONG TELEGRAPH."

Hongkong, 22nd December, 1908.

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C. 5th edition. Western Union.

## The Hongkong Telegraph.

HONGKONG, THURSDAY, AUGUST 3rd, 1911.

## CHINA'S NEW NAVY.

A few days ago, we published telegrams to the effect, that the authorities at Peking were taking steps for the reorganization of their navy, and with that end in view, inspection of the coast line for a suitable base has been set afoot. If it shows nothing else, it demonstrates clearly that the Celestial Empire, or at least sections of it, is awakening to a right sense of the position it ought to hold in the world's affairs, and as the preliminary step, the first task is to secure a good naval base. The method of procedure is undoubtedly like putting the cart before the horse, for we should have thought the perfecting of administrative facilities would take premier position, closely followed by the establishment of an efficient fleet. As regards administration China has never, in recent times, possessed it, while the ignorance of the various high officials was, in the majority of cases, most lamentable. Nor was it entirely due to their own faults. Trained as many of them were under the ethical code of the old school, unused to the scientific trend of thought, which can alone be in consonance with the ever increasing mechanical contrivances used on even an average battleship these men have been placed in positions requiring, not an extensive knowledge of Chinese literature, but a thorough acquaintance with, and specialized knowledge of all matters appertaining to modern warfare. Consequently under the old school it is practically impossible to secure an efficient naval administration. A good knowledge of law is not the necessary attribute of a clever mechanic. It is China's business therefore in the first place to secure specialists in the various branches, and it will have to provide these as best she can. It is the foundation upon which an efficient fleet is built. Ships and men are mere fighting units, and as good or as bad as the administration makes them. If we were asked as to what was an efficient fleet, we should immediately say "one that is ready for and able to cope with any emergency." We are quite aware that such a standard is high, but it has been set by the powers of the world, and in fact the only efficient fleet at the present time is one that could cope with the greatest emergency, an attack by Great Britain. Fleets that cannot do that, are not efficient, for they cannot carry out successfully the defence of their country from the onslaughts of another nation. Can China attain this ideal? We venture to think that if she ever does it will be in the dim distant future. Conservatism, the clinging to old ideals and the latent unwillingness to admit ignorance are factors operating against China's progress in every direction, and it will not be until this generation and the next are long forgotten, that efficiency in naval matters will stand even a chance of being attained. As far back as 1904, Sir Robert Hart submitted a memorandum to the authorities at Peking, and suggested the formation of three separate fleets consisting in all of 240 various craft.

The initial outlay, or rather addition to the national debt would be at least £100,000,000 and a huge yearly burden on the revenue. The Empire can bear the cost, when she has got rid of the maladministration and chicanery that is existent at present throughout official circles. A progressive policy of reform in practically all directions, and the creation of industries with the raw material at the country's command, should in no very great time elevate China to that position in which the fulfilment of Sir Robert Hart's scheme would be a matter easily accomplished.

## DAY BY DAY.

With some folks, 'tis labour lost to strive, a reasoning mule will neither lead nor drive.

It is reported that at the end of the flat racing season at home Frank Woolton will ride in India for Mr. Galstaun.

A meeting of the Hongkong Jockey Club will be held on Saturday.

At the Police Court this morning Mr. Hazell had before him seventeen gamblers from No. 7, San Wah Fong on a charge of gambling. The first two prisoners, interested in the keeping of the house, were fined \$50 or six weeks' hard labour. The next had to pay \$30 or go to prison for 14 days.

## King Haakon's Birthday.

To-day, being the birthday of King Haakon VII of Norway, the Russian Consul, who is in charge of the Norwegian Vice-Consulate, was at home to callers between the hours of 11 a.m. and 1 p.m.

## Guarded with Special Strictness.

Of a number of prisoners under sentence of death and awaiting execution in the Central Gaol, Bangkok, three managed to effect their escape during the night and got clean away, despite the fact that prisoners under sentence of death are always guarded with special strictness.

## Exemplary Punishment.

A Chinese youth was charged before Mr. J. R. Wood with the theft of earrings from a Chinese woman opposite the Ko Shing Theatre. He was sentenced to six months' hard labour, four hours' stocks, twelve strokes of the birch when he was admitted to the prison, and twelve on his discharge.

## "The Yellow Dragon."

We have to acknowledge the receipt of the latest number of "The Yellow Dragon," the college publication which emanates periodically from Queen's College. Space exigencies cannot permit us to-day of making reproduction of the many good things which appear in its columns, but we hope to be able to do so to-morrow.

## The Typhoon.

To-day the black typhoon signals have been flying all the time, but there appears to be little thought of danger entertained amongst European sea-faring folk of a repetition of the occurrence of 1906. The glass remains fairly steady and the wind is variable rather than steadily high. All the same the Chinese junks and sampans made tracks for the shelter early this morning and some of the Canton boats arriving in the early hours before the dawn followed suit and made tracks for Stonecutters anchorage. The harbour this afternoon presented generally a deserted appearance, none but a few of the liners remaining at their buoys. The "Star" ferry boats continued to ply, as did also the Yamnati ferries, but there were some evident qualms amongst Kowloon residents as to the possibility of their getting over to the other side at all.

## Typhoon Signals.

The typhoon signals were still shown this morning on the Tanvur. They were black, showing that the typhoon was within 300 miles of the Colony.

## Garrison Orders.

Rations.—Ration indents from 6th to 8th August, 1911, both dates inclusive, should reach the Supply Office not later than 9.30 a.m. on the 5th inst.

Schools.—The returns referred to in par. 16 Army School Regulations, 1906, will be submitted to officers Commanding schools as early as possible.

Variety Entertainment.—A variety entertainment will be given at Mount Austin Barracks, on Saturday, 5th August, in aid of Military Charities. Reserved seats, £2. Other seats, 90 cents and 30 cents. Doors open at 8.45 p.m. Commence at 9.15 p.m.

Will all those who have old papers, magazines, and books, kindly send same to the Chaplain's Room, Scandal Point, any morning before 12 noon, for the use of the men on the homeward voyage, next trooping season.

The engagement is announced of Mr. J. Galbraith Palmer, manager of Bakak Rubber Plantations, to Cicely, daughter of Mr. N. Blackall, of Woolcote, Kenley, Surrey. The marriage is to take place shortly in England.

## Conspicuous Gallantry.

An order has been issued drawing attention to the conspicuous gallantry of Brigadier-General E. Finlayshaw, who placed himself before an artillery driver who had fallen from his place and prevented him being trodden down by the third cavalry brigade which was galloping past during the royal review in Phoenix Park.

## Welcome Shower.

Just after the arrival of the telegram in Singapore stating that the 21 days' drought in the South of England had ended, a very welcome shower of rain began in Singapore. The country people are on the verge of a water famine, and coolies of some estates have to travel five miles for a bath.

## Extension of Railway in F. M. S.

In order to facilitate the shipment of produce from the populous and extensively cultivated district south of Bandar Maharan in Johore, a 2 ft. 6 in. gauge railway has been constructed for a distance of 11 miles to Parit Pechah. This line is maintained and operated solely by Malays and yields a fair return. It could, says Mr. D. G. Campbell, the General Adviser, in his report for 1910, profitably be extended for another four miles to Sarang Buaya and it is hoped that this may be effected in 1912.

## THE LOVE OF LITIGATION.

Costs \$100: Claim \$20.

Before Mr. Justice H. H. J. Comport, Puisne Judge, in the Summary Jurisdiction Court this morning, the Yik Lee firm of brass founders sued the Bee Lee firm, also brass founders, to recover the sum of \$21 for goods sold and delivered. Defendant entered a counter-claim, in which he denied being indebted to the plaintiff in the sum of \$21 or in any sum whatsoever. The plaintiff was indebted to him in the sum of \$15.20, being money overpaid to the plaintiff on various dates. Mr. J. H. Gardiner appeared for the plaintiff and Mr. C. Wilson, of Messrs. Hastings and Hastings, represented the defendant.

Mr. Gardiner stated that the case originally came on before his Lordship and was referred to the Court shroff.

His Lordship—The costs must be something like \$50?

Mr. Wilson—Considerably more than that.

His Lordship—One hundred dollars?

Mr. Wilson—Yes.

Mr. Gardiner—The case was brought by the plaintiff but we didn't know there would be a counter-claim and so forth.

Evidence was called and judgment ordered for the plaintiff with costs.

## A CHAPTER OF ROBBERIES.

A boat woman from Shauiwan Bay in charge of a coolie boat reports to the police that six men came alongside and boarded her craft. She immediately began to cry out "Thieves" and "Save life." The men seized her by the throat and threw her down upon the deck. They took away her earrings and also stole a quantity of clothing from the boat. They then made off. The woman by this outrage has sustained a loss which she estimates at \$98.

## Value Twenty Cents.

Another case is that in which an amah of Gage Street is concerned. She was walking in Stanley Street when a man met her and they got into conversation. Suddenly the man caught hold of her by the head, pushed her to the ground and kicked her. After he had run off she found that a pair of earrings had been stolen from her ears. They were worth twenty cents, and she has reported the affair to the police.

## Another Boat Robbery.

Some men engaged a boat at Causeway Bay to take them across to the breakwater. When they had gone a considerable part of the way they held up the boat's crew and relieved them of jewellery to the value of \$85. They got clear away in another boat that was waiting for them.

## BANKRUPTCY COURT.

There was a sitting of the Bankruptcy Court this morning, His Lordship the Chief Justice, Sir Francis Piggott, presiding.

## Rejection of Proof of Debt.

Re the Hong Sing firm, appeal for rejection of proof of debt.

Mr. Hind (for the appellant)—I suggest that the proceedings be adjourned into chambers.

Mr. Master—I object. I ask that there should be an adjournment till the next bankruptcy day.

Mr. Hind—There's a long affidavit to be filed.

His Lordship—Aren't you ready?

Mr. Hind—I'm ready but I was asked by my friend to produce certain books, which I haven't done.

Mr. Master—I wrote to my friend asking for the books on the 21st July and received no reply.

Mr. Hind—I wrote to my man two days after that but he was in the country.

Further hearing was adjourned till next bankruptcy day.

## Could Not Collect Debts.

Re Chan Man Mi, application for discharge.

Mr. Fletcher stated that only 10 per cent. of the debts had been paid. Application was made on the 10th April, 1902, for a receiving order. The order was made on the 17th April, 1902, and the man was adjudged bankrupt on the 23rd May of the same year.

In his public examination he explained that he had an Australian business. A sum of \$100,000 was due to him in respect of debts in Australia but owing to disabilities on account of his being a Chinaman, he could not go to Australia to collect the debts.

His Lordship—What has happened?

The Official Receiver—Nothing has happened. The man has simply come forward after nine years and asks to be discharged.

His Lordship—I can't discharge him after nine years.

The Official Receiver—The order will only be nominal for one week.

His Lordship—Oh, yes.

Order Rescinded.

Re Kwong Yee Cheong, application for rescission of receiving order.

The Official Receiver asked for the rescission of the receiving order on the ground that there were no assets. The partners had absconded and there were no books to prove the assets.

The only asset was a sum of \$160 which was paid to Mr. d'Almada and was recovered by him, as the money was paid after the receiving order had been made.

Mr. Harding—I represent five creditors and I support the Official Receiver.

The application was granted.

## A Scheme of Arrangement.

Re S. A. Marican, application for hearing of petition.

The Official Receiver said that there was a renewed application. A scheme of arrangement had been come to whereby 50 per cent. of the debts was to be paid. The arrangement was almost complete. A number of creditors had signed the document.

The hearing was adjourned.

## Only One Creditor.

Re Lai Sai Chow, application for hearing of petition.

Mr. Hind said that was a case where there were large assets and only one creditor.

The hearing was adjourned.

Mr. Goldring—I understand that the question is whether the Official Receiver is still opposed.

The Official Receiver—Yes, on the point of assets.

Mr. Goldring—There is \$500 more.

No order was made, with liberty to apply.

## INSOLVENT FIRM'S AFFAIRS.

Heavy Sums Borrowed.

Re Dady Barjor and Company, public examination.

In the statement of affairs filed by the debtor firm, it was set out that the total liabilities amounted to \$80,750.82, while the assets were \$30,818.82.

The managing partner of the firm, Mr. Mow Fung, was briefly examined by the Official Receiver.

Cross-examined by Mr. Otto Kong Sing, who represented Mr. Stevens, local agent of John Begg and Company, whisky dealers, debtor stated that in September of last year he knew that the firm was insolvent. It was not hopelessly insolvent.

Mr. Kong Sing—John Begg sent you a draft for \$100?

Debtor—Yes.

What have you done with it?—I put it in the bank.

You did not make a fraudulent use of it?—That's a lie.

A man named Greenfield advanced you \$11,000?—Yes, on condition that he was to receive 25 per cent. of the profits.

You told him that the firm was solvent?—No, I did not.

What did you tell him?—I told him that the firm had old liabilities.

You said that there was \$30,000 worth of stock?—I did not. I said the goodwill was worth a considerable sum of money.

You gave no accounts to Greenfield at any time?—I told him verbally but gave no written statement.

You did not show him the books?—He had full access to the books.

In May you borrowed a further sum of \$3,000?—Yes.

Mr. Hind—When Greenfield joined you, did he make any stipulations as to having any hand in the conduct of the business?—He told me to consult with him on any question of importance.

Anything particular?—For instance, the removal of the office.

Did he instruct you to give or refuse credit to anyone?—I remember him instructing me to refuse credit to the Pnya East Hotel.

Did he instruct you how to keep the books?—He sent round a man. Did he say how the books were to be kept?—He suggested changes with which I did not agree. He complained about it but I said it did not suit the business.

Why did he complain?—Perhaps he thought the Chief Accountant of Jardine, Matheson and Company knew better than myself.

How were the loans carried out?—I got them from the Bank, guaranteed by Greenfield. It was a case of offering any facilities for overdraft which the Bank liked to give us.

So really no money was borrowed at all?—Not directly. Even the \$3,000 was not given by Greenfield.

Every loan was a specific transaction of Dady Barjor and Company?—Yes. The \$14,000 was not the only money I borrowed from Greenfield. There were thousands and thousands of dollars I periodically got directly from Greenfield and which I returned.

The \$14,000 is only the balance?—Yes.

Do you know if anybody ever said that Greenfield was a partner?—No.

Further hearing was adjourned till next Thursday.

## AN INTOXICATED CUSTOMS OFFICIAL.

The "TELEGRAPH" CORRESPONDENT.

Canton, Aug. 1.

A foreign employee of the Canton Customs created a disturbance while intoxicated, outside a rice depot in Honan on the 31st ult. and wounded several pedestrians. The police did not interfere. The people in the neighbourhood were much enraged and decided to send in a joint petition to the Customs Commissioner for the dismissal and punishment of the offender. They also reported the conduct of the policeman on duty to the Taotai of the Customs.

## ALLEGED WRONGFUL DISMISSAL.

## Indian Shop Owner Sued.

Before Mr. Justice Comport, Acting Puisne Judge, at the Summary Court this afternoon, Joonas Cassum Moosa, a shop-assistant, of 10, Occidental Hotel, Kowloon, sued Alunchand Namandas, Manager of Messrs. Wassiamull Assomull and Company, of 46, Queen's Road Central, and Messrs. W. Assomull and Company, of 10, D'Aguilar Street, to recover the sum of \$200, being \$100 as to wages, board and lodging for one month and \$100 as to one month's wages, board and lodging in lieu of notice. Mr. Reader Harris appeared for the plaintiff and Mr. J. H. Gardiner represented the defendants.

Mr. Harris stated that in August last year, the plaintiff was engaged in a drapery store as assistant, at a salary of \$45 a month. On or about January 2nd, the store was purchased by the defendants. On that day, his client desired to know whether he was to stay on or leave. He was asked to stay on, and worked there until the end of the month, when he was suddenly, without previous warning, requested by the defendants to leave. He had several times asked for payment of the amount in dispute and it was only on a definite refusal that he was at last driven to issue a writ.

The defence was that the defendants never engaged the plaintiff. At the time the defendants bought the business from Marican, who had filed his petition in bankruptcy, the defendants merely wanted the premises, but they had to buy the stock to get the premises. They did not, however, take over the book debts, and in connection with these and other matters affecting the affairs of the previous owner, the plaintiff was working for a little further period. He agreed to stay on to help in this work until the defendants came into actual possession, hoping they would keep him on, but when the time arrived, he was told that his services would not be required.

Judgment was given in favour of the defendant.

## TO PREVENT KIDNAPING.

The "TELEGRAPH" CORRESPONDENT.

Canton, August 2.

His Excellency the Canton Viceroy has drawn up a list of regulations under which cases of kidnapping for slavery or other illegal traffic will be dealt with, and has instructed the authorities throughout the Province to observe the same when cases of this kind come under their notice. Offenders convicted will be dealt with severely. Should the offenders prove to be officials, the punishment meted to them is to be doubled. Those perpetrating the crime of kidnapping wives, concubines or girls with intent to sell them as slaves or for the purpose of selling them as slaves in China, or disposing of them abroad as contracted labourers will be subject to a severe punishment.

## MEMORIAL TO LATE TARTAR GENERAL.

The "TELEGRAPH" CORRESPONDENT.

Canton, August 2.

H. E. the Viceroy has received a despatch from the Board of Rites which says that the Throne has approved of His Excellency's request to place a memorial tablet in the Loyalty Memorial Temple in remembrance of the late Tartar General Fu Chi.

At the same time, His Excellency is requested to submit to the Board the career of the late General and the good deeds he had rendered to the Government before he was assassinated.

## THE DREDGING OF MACAO HARBOUR.

The "TELEGRAPH" CORRESPONDENT.

Canton, August 2.

The Canton Press Society has received instructions from the Taotai of the Constabulary to prevent the papers from publishing articles, in connection with the dredging of the Macao harbour or commenting on same.



## LEGISLATIVE COUNCIL.

## Hon. Mr. Pollock's Questions.

## Letting the Post Office.

A meeting of the Legislative Council was held this afternoon, when there were present:

H.E. the Governor, Sir Frederick John Dealtry Lugard, K.C.M.G., C.B., D.S.O.

Hon. Mr. W. D. Barnes (Colonial Secretary).

Hon. Mr. C. G. Alabaster (Attorney-General).

Hon. Mr. A. M. Thomson (Colonial Treasurer).

Hon. Mr. W. Chatham, C.M.G. (Director of Public Works).

Hon. Mr. E. A. Hewett.

Hon. Mr. A. W. Brewin, (Registrar-General).

Hon. Capt. F. W. Lyons (Capt. Supt. of Police).

Hon. Dr. Ho Kai, M.B., C.M.G.

Hon. Mr. Wei Yuk, C.M.G.

Hon. Mr. H. E. Pollock, K.C.

Hon. Mr. C. Montague Ede.

Hon. Mr. C. H. Ross.

Mr. C. Clementi (Clerk of Councils).

## Financial Minutes.

The Hon. Colonial Secretary laid the following minutes by the Governor, on the table:

The Governor recommends the Council to vote a sum of one hundred and forty-five dollars (\$145) in aid of the vote police and prison departments, A—

police, other charges, typewriter.

The Governor recommends the Council to vote a sum of one hundred and twenty dollars (\$120) in aid of the vote education, A—

Department of director of education, other charges, Queen's College, die, for silver button for pupils in Class I A.

The Governor recommends the Council to vote a sum of one hundred dollars (\$100) in aid of the vote medical departments, C—

Institutes, bacteriological institute and mortuaries, other charges, preparation of viri, vaccine and sera.

The Governor recommends the Council to vote a sum of eighty-four dollars and nineteen cents (\$84.19) in aid of the vote public works department, other charges, language study allowance (Chinese) to land surveyor.

The Governor recommends the Council to vote a sum of two thousand and two hundred dollars (\$2,200) in aid of the vote Governor, other charges, for the following two items:—Future, \$1,000; incidental expenses, \$1,200. Total, \$2,200.

These were referred to the Finance Committee.

Hon. Mr. Pollock and the Post Office.

According to notice the Hon. Mr. H. E. Pollock, K.C., put the following questions to the Government:—

1. Is it the fact that the Government has let the premises formerly occupied by the Post Office at a rent of \$406 per month, or at some other and, if so, what rent?

2. For what period are such premises let and has the lessee any and what option as to renewal?

3. For what purpose did the lessee take the said premises and what rent is he likely to receive for sub-letting the same?

4. Does the Government consider the rent which the lessee has agreed to pay an adequate rent, and, if so, for what reasons? Did the Government, before agreeing to accept such rent, make any calculations as to how many shops the ground-floor of the said premises could reasonably be sub-divided into, or make any enquiries as to the rents paid by shops in the neighbourhood? If not, why not? Did the Government make any enquiries as to what rents the first floor was likely to bring in, if sub-divided into rooms for offices? If not, why not?

5. Why was not the leasing of the said premises put up to Public Auction with a reserve? Is it not usual for Government dealings with land to be put to Public Auction with a reserve? Are there not some instructions from the Secretary of State for the Colonies on the subject?

The Colonial Secretary read the following replies:—

1. The premises have been let for a rental of \$406 per month, as stated.

2. Up to the 30th June, 1913, if the Government consent, the tenant may remain in occupation as a monthly tenant after the date mentioned.

3. In his tender, he stated the ground floor was to be used as shops or offices and the first floor as offices or shops. It is not known at present what rental he is likely to receive by sub-letting the premises.

4. (i) Looking to the fact that tenders were invited during 5 weeks in consecutive copies of the Gazette, that attention was called to the matter in the news columns of two of the daily papers and that the accepted tender was by far the highest of those received it would appear that it was as good as Government was likely to obtain, and its acceptance more profitable than allowing the site and buildings to remain untenanted indefinitely at Government charges in the hope that a slightly higher offer might eventually be made. Taking into consideration that the tenant in addition to his monthly rental (which represents a sum of \$23,000 per acre) has to pay rates assessed on the rentals he receives, and also to insure the buildings, and that the capital outlay to convert the buildings into shops, etc., will be very considerable, and the alterations will take some time to effect, it is obvious that if he makes any profit out of the speculation he must receive very high rentals indeed for the very short period which will intervene between the completion of the alterations and the termination of the lease. The value of the alterations effected will accrue to Government, and the speculation if successful, should considerably increase the auction value of the property if disposed of by Government at the end of the two years' lease.

(ii) The Government made no such enquiries. The rents paid by shops in the neighbourhood would have formed no guide in such a case as extensive alterations will have to be made and no rental whatever will be recovered by the tenant during such period as the alterations may be in progress.

5. The usual course in such cases was followed, namely, that of inviting tenders. There are no instructions from the Secretary of State requiring cases such as that in question to be put up to public auction. The Governor has full power to deal with such matters as His Excellency may think fit.

Hon. Mr. H. E. Pollock, K.C.:—

Arising out of the answers to the questions I should like to ask how many tenders were in, fact received?

The Colonial Secretary:—

Three tenders were received.

Their Majesties' Thanks.

His Excellency the Governor then read the following reply to the telegram sent to Their Majesties on June 22nd.—Sir: I have the honour to acknowledge the receipt of your telegram of the 22nd June in which the members of the Executive Council, the Legislative Council and the judges of Hongkong on behalf of the people of the Colony offer their congratulations to Their Majesties the King and Queen on the occasion of their coronation.

Your telegram has been laid before the King and I request that you will make it known throughout the Colony under your government that I am commanded to express Their Majesties' sincere thanks for this loyal and dutiful message. Their Majesties, cordially appreciate the good wishes of their subjects in Hongkong.

Signed, L. Harcourt.

Sir: I have the honour to acknowledge the receipt of your telegram of June 22nd tendering loyal homage to His Majesty the King, from his subjects in Hongkong on the occasion of His Majesty's coronation and also forwarding congratulations to the King and Queen from representatives of other nationalities within the borders of the Colony.

I request you to make it known that their Majesties have read your telegrams with satisfaction and have commanded me to express their thanks for the congratulatory and good wishes which it contains.

Signed, L. Harcourt.

Sir: I have the honour to acknowledge the receipt of your telegram of June 22nd tendering on behalf of the Chinese community of Hongkong, congratulations to Their Majesties the King and Queen on the occasion of their coronation.

I am commanded by Their Majesties to request you to convey their thanks for this loyal message.

Signed, L. Harcourt.

## Pension Fund.

The Attorney General proposed the first reading of a Bill entitled "An Ordinance to yet further amend the Widows' and Orphans' Pension Ordinance, 1908."

The provision set out by the amendment is:—"The provisions of this Ordinance shall not apply to any public officer who is an auditor or assistant auditor, appointed on the recommendation of the Director of Colonial Audit in London, unless before the 1st day of January, 1912, or unless within six months after the date of his arrival in the Colony he shall have stated in writing to the Treasurer that he desires the provisions of this Ordinance to apply to him, in which event the said provisions shall apply accordingly from the date of the receipt by the Treasurer of the statement in writing."

This Bill is introduced in consequence of the decision of the Secretary of State that contribution to the Widows' and Orphans' Pension Scheme should not be compulsory in the case of the auditor and assistant auditors.

The first reading was carried.

## Postal Matters.

The Attorney General moved the second reading of the Bill entitled "An Ordinance to amend the Post Office Ordinance, 1909."

The Colonial Secretary after the Council had gone into Committee proposed the suspension of standing orders so that they need only read the headings of the sections and not each clause word by word.

Hon. Mr. H. E. Pollock did not think the Council had been treated with courtesy in the matter. They had laid before them a draft of the Bill which contained items which were not in the Bill as read for the first time. There had been no intimation conveyed to the Council of any intention to submit to the Council the fresh draft and there had been no attempt by circulation to the members to give any opportunity for consideration of these new provisions in the Bill just laid before them and he thought under those circumstances that they should go through the Bill.

The Colonial Secretary accordingly withdrew his motion.

The Bill was left in committee on the proposal of the Governor.

## NEW ARMY POST CREATED.

The "Telegraph" Correspondent.

Canton, Aug. 2.

His Excellency the Canton Viceroy is in receipt of a despatch from the Army Board on the subject of creating a position of commissioner for military affairs in every province. The question was raised by the Board last year when it was intended to centralize the control of the army forces throughout the Empire. When the Viceroy and Governors of various provinces were asked to give their opinion, they all raised objection to the creation of this post in the provinces. Owing to their opposition, Prince Tsai To has decided to abandon the project. However the Prince intends to make it a rule that the Tartar Generals or Tartar Adjutant Generals shall hereafter be known as commissioners of military affairs in the provinces. They will have supreme charge of the provincial military strength, but will be required to confer with the Viceroy or Governors in time of war or other emergencies.

CHINESE NEWSPAPERS IN THE SETTLEMENTS.

In consequence of the repeated requests of the Cabinet that the policy of controlling the newspapers be carried into effect, the Ministry of the Interior has had several meetings to discuss the subject. It feels that although New Press Law has been revised and promulgated and the Chinese newspapers published in the Settlements, Shanghai, do not abide by it and therefore there can be no effectual controlling of the Press so it proposes to consult with the Wei Wu-pu with a view to approaching the Foreign Ministers in Peking with the request that in future all Chinese owned newspapers in the Settlements should be subject to the New Press Law and that any such newspaper violating the same should be punished in accordance with its provisions.

## LATE TELEGRAMS.

[From Manila and Japanese Papers.]

## May Send War Fleet to Haiti.

Washington, July 24.—Several of the foreign ambassadors have urged their state governments to send a number of warships to Haiti, in order to make a demonstration and for the purpose of needed protection of international interests.

## Nebraska for Taft.

Washington, July 26.—The Nebraska Republicans in state convention yesterday endorsed President Taft for renomination in 1912 as the candidate of the party for president. There was a little preliminary opposition to the endorsement of President Taft, which was finally done amid great enthusiasm and without a dissenting vote.

German-Haitian Relations in Doubt.

Washington, July 25.—Secretary of State Philander C. Knox has begun an investigation of the commercial and financial agreement of 1902 entered into by Germany and the Island of Haiti, which it is charged has worked to create a monopoly of the business of Haiti for German financiers.

When interviewed last night in regard to the above cabled report of action to be taken by the State Department, Dr. F. C. Zitelmann, German Consul of Manila, was unable to find any record of the financial and commercial agreement reported to have been entered into by Germany and the Island of Haiti in 1902 among his official documents. The official gazette of treaties and agreements passed by the Reichstag during the year of 1902 contains nothing that could be termed a financial and commercial treaty with Haiti and which could be construed as a monopoly.

Speaking from his recollection of early relations existing between Germany and Haiti, Dr. Zitelmann said:—

"I am sure that there could not have been such a treaty passed in 1902, as Germany and Haiti were not on good terms with each other at that time. In 1901 a new tariff against certain products from Haiti was passed by the German parliament, placing a tariff wall against their entry into Germany. Among the products coming under the exclusion act were wood, coffee and cocoa."

"I suspect that France is the country involved as that country has been on friendly terms with Haiti for a number of years past."

## H. A. Line.

New York, July 17th.—The Hamburg-America Steamship Company intends to open a line of steamers between New York and San Francisco when the Panama Canal is opened. The Company has already started the work of constructing four docks in New York. It will also inaugurate a steamship service between Yokohama and Shanghai.

—Tokyo Asahi.

## Sun Yat-Sen.

San Francisco, July 17th.—Dr. Sun Yat-sen, leader of the Chinese revolutionists, is at present staying in this port and is being welcomed enthusiastically by the leading Chinese residents here.

—Nichiichi.

## Allan McLean's Death.

Melbourne, July 13.—Mr. Allan McLean, who was Minister for Trade and Customs in the Reid-McLean Coalition Government, died at Melbourne today.

## Wireless Record.

Brisbane, July 12.—The steamer Cooma, when leaving Townsville on Saturday last, established communication by wireless telegraphy with the steamer Riverina between Adelaide and Fremantle, a distance of 2,300 miles, which is a record for Australia.

German Motor-Race won by Englishmen.

This year's Prince Heinrich motor-race through Germany and England has been won by English competitors, they having succeeded in securing the first prize.

—Deutsche Japan-Post service.

## MR. ASQUITH ON MOROCCO.

On July 6, in the House of Commons, the Prime Minister made his expected statement on the attitude of Great Britain on the situation created by the action of Germany in sending a warship to the port of Agadir. On Tuesday last Mr. Balfour put a question to the Government, but Mr. Asquith finding himself unable to answer it at the moment, requested that the Leader of the Opposition would repeat his query on Thursday. Mr. Balfour's question and Mr. Asquith's reply were as follows:

Mr. Balfour asked the Prime Minister if he would make any statement as to the present aspect of affairs in Morocco.

Mr. Asquith: Recent events are causing discussion between the Powers most interested in Morocco, and at this stage I can say little of the negotiations which are passing between them. But I wish it clearly to be understood that His Majesty's Government consider that a new situation has arisen in Morocco in which it is possible that future developments may affect British interests more directly than has hitherto been the case.

I am confident that diplomatic discussion will find a solution, and in the part that we shall take in it we shall have due regard to the protection of those interests and to the fulfilment of our treaty obligations to France, which are well known to the House. (Loud general cheers.)

At an earlier stage of question time Mr. D. Mason (It.) asked the Secretary for Foreign Affairs, with regard to the action of Germany in Morocco, whether, in view of the fact that under the Act of Algiers, Article 8, the Inspector-General was to report to the diplomatic body as to effective measures for the security of persons and the property of foreigners, and under Article 9, in the event of complaints, the diplomatic body might request the Inspector-General to make an inquiry and draw up a report, the Power named had made such complaint.

Sir E. Grey: We have not heard of any such complaint having been made.

Mr. Mason: If no complaint has been made, what justification is there for the action of Germany?

Sir E. Grey: The whole question is much too serious to be dealt with by question and answer on particular points arising out of the situation. I understand the Prime Minister will make an announcement later on the general question.

With reference to the alleged secret treaty between France and Morocco, circumstantial details of which were in circulation it may be stated, on the authority of the highest French diplomatic authority in London, that no such document exists, or has ever been contemplated by the French Government. It is true that some time ago a convention on lines somewhat similar to those indicated was proposed by the Sultan to the French Government, but the latter declined to enter into any agreement of the sort, which would, of course, be clearly contrary both to the letter and the spirit of the Act of Algiers, by which France has throughout regulated her Moroccan policy.

## Today's Advertisement.

## NOTICE.

VICTORIA RECREATION CLUB.

THE ANNUAL GENERAL MEETING of Members will be held in the GYMNASIUM ON WEDNESDAY, the 9th August, at 5.30 p.m., for the purpose of considering and passing the Annual Reports and Statement of Accounts for 1910.

FRANK LAMBERT, Hon. Secretary.

Hongkong, 3rd Aug., 1911. [1298]

## DON'T FORGET.

Thursday, August 3.

Hippodrome Circus, 9.15 p.m.

Monday, August 7.

Bank Holiday.

Organ Recital, St. John's Cathedral.

Tuesday, August 8.

Half-yearly meeting of shareholders, Hongkong, Canton, and Macao Steamboat Company, Hotel Mansions, at noon.

Sanitary Board Election, City Hall.

MILK  
FIVE CENTS A PINT.

PURE, FRESH, SEPARATED, NATURAL.

REMOVED: THE CREAM ONLY.

ADDED: NOTHING.

If you must use Separated Milk why not have it

FRESH?

For sale by

THE DAIRY FARM Co., Ltd.

One penny a pint!

## Today's Advertisements

NIPPON-YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship

"TANGO MARU."

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 9th August, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA, Agents.

Hongkong, 2nd Aug., 1911. [5]

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Hongkong, Madras, and Mauritius.)

THE Steamship

"LIGHTNING."

Captain E. P. Smith, will be despatched for the above ports on SATURDAY, the 5th August, at 1 p.m.

For Freight or Passage, apply to DAVID SASSOON & CO., LD.

Agents.

Hongkong, 3rd Aug., 1911. [1284]

HONGKONG, PENANG AND CALCUTTA.

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Agents.

Hongkong, 3rd Aug., 1911. [1284]

POPULAR  
"ASAHI" BEER

Note: our Price \$12.00 per case containing 4 dozen quarts or 6 dozen pints. [34]

BIJOU SCENIC THEATRE.

Flower Street.

THE LATEST PICTURES.

Miss VIOLET BONNETTA.

Mr. R. H. STEPHENSON.

and

FRANK MELROSE.

An abundance of talent.



Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.  
R.M.S. "MONTEAGLE" calls at MOJI instead of Nagasaki.  
The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec, &c. (Subject to alteration.)  
Connecting with Royal Mail Atlantic Steamers.

From Hongkong. To Quebec.  
"EMPEROR OF INDIA".....Sat., Aug. 12. "EMPEROR OF BRITAIN".....Fri., Sept. 8.  
"EMPEROR OF INDIA".....Sat., Sept. 2. "ALLAN LINE".....Fri., Sept. 20.  
"EMPEROR OF INDIA".....Sat., Sept. 12. "EMPEROR OF BRITAIN".....Fri., Oct. 20.  
"EMPEROR OF JAPAN".....Sat., Sept. 23. "EMPEROR OF IRELAND".....Fri., Oct. 20.  
"EMPEROR OF CHINA".....Sat., Oct. 14. "ALLAN LINE".....Fri., Nov. 10.

From St. John.  
"EMPEROR OF INDIA".....Sat., Nov. 4. "EMPEROR OF BRITAIN".....Fri., Dec. 1.  
"Emperor" Steamers will depart from Hongkong at 6 p.m.  
"Monteagle".....12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamers as shown above. The "Emperor of Britain" and "Emperor of Ireland" are magnificent vessels of 14,000 tons, Speed 20 knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States, and Europe, also Around the World.

HONGKONG TO LONDON. 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).....£71.10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and their families. Full particulars on application to Agents.

Through Passengers are allowed stop over privileges at the various points of interest on route.

R.M.S. "MONTEAGLE" carries only "One Class" of Cabin Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port.....£43 Via New York.....£16.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—  
D. W. CRADDOCK, General Traffic Agent,  
Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(Projected Sailings from Hongkong.—Subject to Alteration.)

For Steamship On  
MANILA.....YUENSANG \*.....Saturday, 5th Aug., 2 p.m.  
SHANGHAI via SWA.....CHOYSANG \*.....Sunday, 6th Aug., 9 light.  
TOW & NINGPO.....  
TIENTSIN & SWATOW.....CHIPSUNG \*.....Sunday, 6th Aug., 9 a.m.  
WEIHAIWEI & C'FOO.....  
SHANGHAI, KOBE & MOJI.....FOOKSANG \*.....Tuesday, 8th Aug., 9 light.  
SINGAPORE, PENANG & CALCUTTA.....KUTSANG \*.....Tuesday, 8th Aug., Noon.

MANILA.....LOONGSANG \*.....Saturday, 12th Aug., 2 p.m.  
SANDAKAN.....MAUSANG \*.....Saturday, 19th Aug., Noon.  
RETURN TOURS TO JAPAN, (Occupying 24 days).

The steamers "Kutang," "Namsang," and "Fooksang" leave about every 8 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

\* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

‡ Taking Cargo on Through Bills of Lading to Kulai, Lahad Dato, Simporna, Tawau, Usukan, Jesselton & Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD.  
Telephone No. 216.  
Hongkong, 3rd August, 1911.

THE BANK LINE, LTD.

REGULAR SERVICE FROM HONGKONG FOR VANCOUVER, SEATTLE and PORTLAND (Or.) via SHANGHAI and JAPANESE PORTS.

Steamer	Tons D.W.	Captain	On or about
"ORTERIC".....	11,000	Jas. Findlay	August 4th.
"BUVERIC".....	11,000	F. Cowley	August 22nd.
"KUMERIC".....	11,000	G. McGill	September 26th.

To be followed by other steamers of the Company at regular intervals.  
The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, and Central and South America. Will call at Amoy and Keelung if sufficient inducement offers.

These steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy.

Special Parcel Express to America and Canadian Ports.

For Rates of Freight or Passage apply to—

THE BANK LINE, LIMITED,

KING'S BUILDING, Praya Central.

Telephone No. 780.  
Hongkong, 20th July, 1911.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about
Tjibodas	Java	1st half Aug.	1st half Aug.
Tjikini	Java	1st half Aug.	1st half Aug.
Tjiklatjap	Java	1st half Aug.	1st half Aug.
Tjilawong	Java	2nd half Aug.	2nd half Aug.
Tjilaramen	Java	2nd half Aug.	2nd half Aug.
Tjipanas	Java	1st half Sept.	1st half Sept.
Tjimanock	Java	2nd half Sept.	2nd half Sept.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of cabin passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375  
Kerk Buildings.

Shipping—Steamers

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

DESTINATIONS. STEAMERS. SAILING DATES, 1911

MARSEILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID.....  
Y'YO MARU, Capt. R. Takeda, Tons 7,000, WED'DAY, 16th Aug., at Daylight.  
HIRANO MARU, Capt. H. Fraser, T. 3,000, WEDNESDAY, 30th Aug., at Daylight.

VICTORIA, B.C., & SEATTLE.....  
SADO MARU, Capt. J. Richards, Tons 7,000, SATURDAY, 12th Aug., from KOBE

VICTORIA, B.C., & SEATTLE via KEELEUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU & YOKOHAMA.....  
AWA MARU, Capt. Iizawa, Tons 7,000, TUESDAY, 15th Aug., at 4 p.m.  
INABA MARU, Capt. S. Tomimaga, Tons 7,000, TUESDAY, 12th Sept., at 4 p.m.

SYDNEY & MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.....  
KUMANO MARU, Capt. M. Winkler, Tons 7,000, FRIDAY, 4th Aug., at Noon.  
YAWATA MARU, Capt. T. Sekine, Tons 5,000, FRIDAY, 1st Sept., at Noon.

BOMBAY via SINGAPORE & COLOMBO.....  
WAKASA MARU, Capt. Nielson, Tons 7000, TUESDAY, 8th Aug.

† Fitted with new system of wireless-telegraphy. † Cargo only.  
\* Carries deck passengers. † Calling at Djibouti.

CHEAPEST SUMMER RATES

between

HONGKONG and JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911.

Special Excursion Tickets (1st & 2nd class) available for 3 months.

	YOKOHAMA	KOBE	MOJI	NAGASAKI
Return.	Return.	Return.	Return.	Return.
1st Class.....	\$120	\$110	\$100	\$90
2nd .....	\$ 80	\$ 70	\$ 60	\$ 50

With option of rail between steamers calling ports in Japan.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern and Northern Pacific Railways and Atlantic Steamers. Round-the-World Tickets also issued.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO, Manager.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For STEAMERS. To SAIL.  
HOIHOW & HAIPHONG....."SUNGKANG".....4th Aug., 8 a.m.  
SHANGHAI....."CHENAN".....5th .. M'night.  
MANILA, CEBU & ILOILO....."TAMING".....8th .. 4 p.m.  
SHANGHAI....."LINAN".....10th .. 4 p.m.  
WEIHAIWEI & TIENTSIN....."KUEICHOW".....10th .. 4 p.m.  
MANILA, ZAMBOANGA & AUSTRALIAN PORTS....."TAIYUAN".....17th .. 4 p.m.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A Duty qualified Doctor in carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE.—Twin Screw Steamers "Teon" and "Taming," saloon accommodation midships; electric fans fitted; extra state-rooms on deck, aft. saloon accommodation of s.s. "Kaifong" is situated on deck, aft.

SHANGHAI LINE.—FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Oshan, Linan, Chinkua)—with excellent passenger accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at ten o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares:—\$45 single, \$80 return.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 38.  
Hongkong, 3rd August, 1911.

Shipping—Steamers

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH Deutsche Dampfschiffahrts Gesellschaft "HANSA."

EAST ASIATIC SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO,

Marseilles, Havre, Bremen and Hamburg and to New York.

Taking cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.

For Shanghai, Kobe & Yokohama:  
S.S. Aloha.....9th Aug.  
Frederick.....25th Aug.  
Suevia.....6th Sept.  
Sachsen.....20th Sept.  
Bayern.....6th Oct.

HOMEWARD.

For Havre & Hamburg:  
S.S. "Liberia".....7th Aug.  
For Rotterdam, Hamburg & Antwerp:  
S.S. "Suevia".....12th Aug.  
For Havre, Hamburg & Antwerp:  
S.S. "Saxonia".....13th Aug.  
For Havre & Hamburg:  
S.S. "Silebia".....20th Aug.  
For Rotterdam & Hamburg:  
S.S. "Hirsgavia".....24th Aug.

For Further Particulars, apply to—

Hamburg-Amerika Linie,

Hongkong Office.

Hongkong, 3rd August, 1911.



HONGKONG—PHILIPPINES.

PHILIPPINES STEAMSHIP CO.

Steamship	Tons	Captain	For	Sailing Date
ZAFIRO.....	4000	M. C. Smith	MANILA, CEBU & ILOILO	THURSDAY, 10th Aug., 4 p.m.
RUBI.....	4000	S. Crosby	MANILA, CEBU & ILOILO	MONDAY, 21st Aug., 4 p.m.

For Freight or Passage apply to

SHEWAN, TOMES & CO.

GENERAL MANAGERS.

Hongkong, 2nd August, 1911.

A. R. MARTY.

HONGKONG—HOIHOW—HAIPHONG—PAKHOL.

Highest Class, Fastest and Up-to-date Steamers on the Coast, having accommodation for First-class Passengers.

Electric Light, Excellent Cuisine, and Wireless Telegraphy.

For Steamship Captain Tons Leaving

For Freight and Passage, apply to

A. R. MARTY,

24, Des Voeux Road.

Telephone 118.

Hongkong, 12th June, 1911.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.

Mail Service to Australia.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

Steamers	Arrive Hongkong from Australia	Leave Hongkong for Australia
ST. ALBANS.....	28th July	Tuesday, Aug. 22.
EASTERN.....	26th Aug.	Saturday, Sept. 16.
ALDENHAM.....	28th Sept.	.. Sept. 30.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co.,

Agents.



TOYO KISEN KA'SHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting at San Francisco with the WESTERN PACIFIC RAILWAY.

THE SAN FRANCISCO SCENIC ROUTE.

The Twin Screw Steamer

"NIPPON MARU" (Capt. W. E. Filmer),

will be despatched from Hongkong on the 18th August, next, at Noon, via SHANGHAI and NAGASAKI to KOBE where passengers and cargo will be transhipped to the new and improved triple screw turbine steamer

"SHINYO MARU" (Capt. H. S. Smith),

the latest addition to the trans-Pacific service, and a sister ship of the s.s. "TENYO MARU" and "CHIYO MARU."

This new turbine steamer is replete with every modern convenience, including a Palm Garden on the Bridge Deck; all state-rooms are outside rooms.

SOUTH AMERICAN LINE.

In connection with the National Railway of Mexico at Manzanillo.

The only Regular Direct Service to Mexican, Chilean and Peruvian Ports

PROPOSED SAILING FROM HONGKONG

(SUBJECT TO ALTERATION.)

Steamer Tons Date of Sailing.  
Kiyo Maru.....17,500.....Tuesday, 16th August, at Noon.  
The s.s. "KIYO MARU" will be despatched from Hongkong via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, BALINA CRUZ, CALLAO, IQUIQUE, VALPARAISO and CORONEL on TUESDAY, 16th August, next, at Noon.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, Agent.

KING'S BUILDING (Opposite Blake Pier).

COMMERCIAL.

SINGAPORE SHARE CIRCULAR.

Fraser & Co.'s.

Business during the week has again been on a very small scale, the market remaining extremely dull. Attention has been more evenly divided between Rubber and Mining shares, while Industrials are steady with little doing.

Rubber.—Latundrons have been placed at 70s., Anglo Malays 19s., Heawoods 4s. to 4s. 3d., Morlimaus 3s. 8d. with buyers at the close at 3s. 6d., Chimpuls have changed hands at 1s. 3d. and Kamunings at 3s. 2d. premium. Ayer Panas have been done at \$3.40, Ayer Moleks \$1.65, New Serondahs \$2, Lunas \$1.50, Alor Gajahs \$1.40, Glenahys \$1.30 to \$1.20, Jimahs 30 cents, and a few Kemps at \$2.80.

Mining.—Tronohs have fluctuated considerably with business at varying rates from \$36.50 to \$40.75. Belats have been placed at \$4 ex-dividend, Kintins \$22.50, Rahman Hydraulics \$10.25, Bruangs \$5.25 and Tongkah Harbours at \$17.50 ex-dividend.

General.—Straits Trading are steady at \$49.50, Steamships have been done at \$245 to \$247 50 and close firmer at \$250. Fraser and Neaves and Riley Hargreaves are wanted at quotations.

The New Linggi Issue.

Messrs. Guthrie and Co., Ltd., Eastern agents for Linggi Plantations, Ltd., are in receipt of cable advice that at a meeting of the shareholders held in London, on Tuesday, it was resolved to increase the ordinary share capital by £25,000 sterling, of which £10,000 to be issued now at the price of £1 10s. per 2s. share, the shares to be offered to registered shareholders pro rata to their holdings. Further particulars will be published later.

Rubber Auction Prices.

The following prices were realised at Messrs. H. L. Coghlan and Co.'s rubber auction at Singapore on Tuesday, July 27:—  
No. 1 Sheet.....\$241 to \$245 per pl.  
No. 2 Sheet.....\$202  
Bark Craps.....\$180 to \$192  
Bark Fern.....\$97

Tin and Rice Quotations.

The following business in tin has been done to-day, July 24:—

Singapore:

Straits Trading Co., buyers, no sellers. \$93.00

Penang:

Penang Tin Exchange, buyers, no sellers.....92.25

Straits Trading Co., buyers, no sellers. 93.00

Tin is quoted in London to-day at £192 cash and £181 10s. three months' sight.

Langoon rice is quoted here to-day at \$159 per coyan.

Manchester Goods.

Messrs. R. Barbour and Brothers, Limited, write in their Monthly Market Report:—With the disposition on the part of buyers to slow down in view of the distant delivery required and uncertainty as to the staying powers of the present high level of prices, operations have been restricted in most quarters. Though makers have not added to their strength and have met with few orders of any weight, the fair miscellaneous trade which has been transacted from day to day has for the most part sufficed to fairly well maintain order lists and has kept prices firm. For India transactions have been very difficult to compass, and few have gone through with a whole skin. China has put forward a certain amount of rather scattered inquiry, from which to some extent business has resulted, though it does not bulk largely. Spinners have continued to look in vain for relief, and it now remains to be seen whether the further attempt to organise short time will succeed in securing the necessary adhesion. As to the outlook, it is accepted as an axiom that a large crop will be indispensable for any measure of prosperity, and, speaking generally, prospects may be regarded as healthy.



## LOG BOOK.

## STEAMERS COLLIDE.

## In the Straits.

On the arrival last Friday of the local steamer Kinsing, the native skipper reported that she had been in collision with the Morsing, and the latter vessel had been sunk.

The story told by persons on both the vessels is that at about 10.30 on Wednesday night, while the Morsing was going on her usual run from Singapore to Batu Pahat, and the Kinsing was on her way from Malacca to Singapore, the vessels collided. On each vessel it was the gunners watch, so that the respective captains cannot speak at first hand of the incidents that led to the collision—and if they could, it is improbable that they would, to a newspaper reporter. However, the story is that it was half-past ten o'clock at night, hazy and squally, with frequent rain-showers when the vessels collided, off Pulau Pisang Light, house, some thirty miles from Singapore up the Straits of Malacca.

When it was found that the Morsing was badly damaged she was holed for the shore, and eventually sunk in three fathoms, so that her masts were showing above water. The Kinsing took off the passengers and crew, and when a muster was made, it was found that there were seven persons missing, three of the crew and four passengers. It is possible that these may not be all drowned as the vessels were within sight of shore, and of course there would be some wreckage from the Morsing.

The captain of the Kinsing made an examination of his vessel and found that she was making water. Accordingly he hoisted and constructed a coffer dam across the bow, where the vessel is injured, and brought her on at slow speed to Singapore, arriving here late yesterday afternoon.

The vessels are both under 50 tons, and belong to what is known as the "mesquite fleet" of Singapore, trading up the west coast of the Peninsula to minor coast ports.—S. F. P.

## The Reported Accident on the Satsuma.

The report that a fatal explosion occurred on board the battleship Satsuma of the First Squadron, while at target practice, has been officially denied. It would be interesting to learn if the Naval authorities have taken any steps to ascertain who was responsible for the circulation of the report. It is difficult to believe that a definite statement that sixteen officers and men had been killed by an explosion of a 12-inch gun, and that the bodies had been buried, would get into the principal papers unless there was some foundation for it.

**Kaiser's Gift to a Skipper.**  
Wm. Bone, of Grimsby, skipper of the trawler "Scarborough," was on July 10 presented by the Mayor, on behalf of the German Emperor, with a gold watch, bearing the Imperial monogram, for rescuing three of the crew of the German barque, Scheller, which foundered in the North Sea during a gale on November 8th. The rescued men were found clinging to an upturned boat, a fourth having, a short time before, released his hold and sunk. Owing to the terrible weather it was some hours before the trawler could get near enough to seize the drowning men, who were in such a state of collapse that six hours of artificial respiration treatment were necessary before they recovered.

A fish torpedo was picked up by a steam trawler off Iki Island and brought to Shimoda a few days ago. The machine is probably a relic of the late war. As found it was partly decomposed, but its powder cell was still intact.

A gang of pirates known under the name of the "Black Flag" are operating extensively on the Tunging Lake and a few days ago obtained a haul of 3,000 dollars from one junk, killing every soul on board.

## Intimations

## AERTEX CELLULAR.

COOLEST &amp; MOST COMFORTABLE UNDERWEAR

for THE SUMMER HIGH GRADE.

J. T. SHAW,

TAILOR AND OUTFITTER,

Hongkong Hotel Buildings,

Queen's Rd. Central. [1258]

PEAK TRAMWAYS CO. LIMITED.

## TIME TABLE.

WEEK DAYS.  
7.00 a.m. to 8.00 a.m. Every 15 min.  
8.00 a.m. to 10.00 a.m. " 10 min.  
10.00 a.m. to 11.00 a.m. " 15 min.  
11.30 a.m. to 12.45 p.m. " 15 min.  
12.45 p.m. to 1.15 p.m. " 10 min.  
1.15 p.m. to 1.45 p.m. " 15 min.  
1.45 p.m. to 2.15 p.m. " 10 min.  
2.15 p.m. to 3.00 p.m. " 15 min.  
3.00 p.m. to 8.10 p.m. " 10 min.

## NIGHT CARS.

8.45 p.m. and 9 p.m. 9.45 p.m. to 11.30 p.m. every 15 minutes.

## SUNDAYS.

8.00 a.m. to 10.30 a.m. every 15 min.  
10.30 a.m. to 11.00 a.m. " 10 min.  
11.45 a.m. to 12.00 noon " 15 min.  
12.00 noon to 1.00 p.m. " 10 min.  
1.00 p.m. to 5.00 p.m. " 15 min.  
5.00 p.m. to 6.00 p.m. " 10 min.  
6.00 p.m. to 7.00 p.m. " 15 min.  
7.00 p.m. to 8.10 p.m. " 10 min.

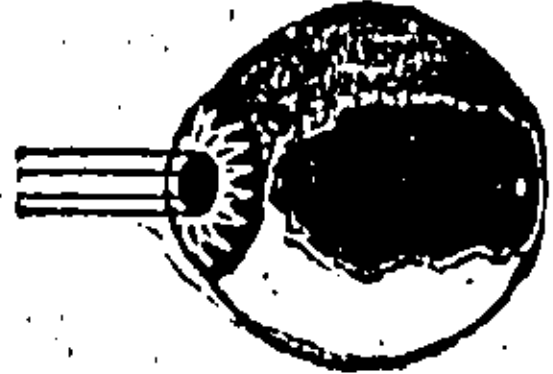
## NIGHT SATURDAYS.

Extra Cars at 11.45 p.m.

## SPECIAL CARS.

By Arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.

JOHN D. HUMPHREYS &amp; SON, General Managers, Hongkong, 16 June, 1911.



## SUN GLASSES.

Any tint made to any prescription.

No charge for testing sight.

Repairs of all description made by competent workmen.

## N. LAZARUS,

Ophthalmic Optician,

1A, D'Aguilar Street, Hongkong.

Hongkong, 24th July, 1911. [928]

## THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(Capital Paid Up, \$1,250,000)

Loans on Mortgage of House Property &amp;c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application)

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &amp;c., Undertaken and Executed.

SHEWAN, TOMES &amp; Co. General Managers.

Hongkong, 19th March, 1908. [41]

## SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

Electrical Drives, Hydraulic &amp; Pneumatic Tools installed throughout the Works.

50-ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets and Metal Specimens.

GRAVING DOCK 78ft. by 88ft. by 8ft. 6 in. Pumps empty Dock in 2 3/4 hours.

## THREE PATENT SLIPWAYS taking vessels up to 3,000 tons in weight, providing conditions for painting ships with most efficient results.

100-TON ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHEDS RANGING UP TO 100 TONS.

Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.

MANAGERS AND AGENTS:

BUTTERFIELD &amp; SWIRE, HONGKONG, CANTON &amp; YOKOHAMA.

HONGKONG, CANTON &amp; YOKOHAMA.

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HONGKONG, CANTON &amp; YOKOHAMA.

## Mails.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON, VIA USUAL PORTS OF CALL	DELHI	6th Aug.	See Special Advertisement.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SARDINIA	About 10th Aug.	Freight and Passage.
LONDON & ANTWERP, PENANG, CANTON, PORT SAID AND MARSEILLES	SYRIA	About 10th Aug.	Freight and Passage.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SUNDA	Noon, 24th Aug.	Freight and Passage.

For Further Particulars, apply to

P. &amp; O. S. N. Co.'s office, Hongkong, 31st July, 1911.

E. A. HEWETT, Superintendent.

## NORDDEUTSCHER LLOYD. BREMEN.

## IMPERIAL GERMAN MAIL LINES.

For STEAMERS TO SAIL ON

NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG

"LUTZOW" ..... 17,300 { WEDNESDAY, 9th August, at Noon.

SHANGHAI, NAGASAKI, KOBE and YOKOHAMA

"PRINZ LUDWIG" ..... 18,300 { About WEDNESDAY, 9th Aug.

MANILA, YAP, NAHROON, SAMARAI, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE

"PRINZ WALDEMAR" ..... 6,100 { SATURDAY, 12th August, at 4 p.m.

KUDAT &amp; SANDAKAN

"BOENKE" ..... 5,050 { Middle of August.

All the steamers of the Imperial German Line are fitted with Wireless Telegraphy.

New System of Teletype.

For further Particulars, apply to

## NORDDEUTSCHER LLOYD MELCHERS &amp; CO.,

GENERAL AGENTS, HONGKONG and CHINA.

Hongkong, 27th July, 1911. [7]

## GREEN ISLAND CEMENT COMPANY, LIMITED.

## PORTLAND CEMENT.

In Casks of 375 lbs. net.

In Bags of 250 lbs net

SHEWAN, TOMES &amp; CO

General Managers.

Hongkong, 16th Aug. 1910. [84]

## TSANG KWONG COMPANY.

ELECTRICAL AND GAS CONTRACTORS.

230, Des Voeux Road Central.

Telephone No. 800.

Hongkong, 2nd Jan. 1911. [78 41]

## SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

Electrical Drives, Hydraulic &amp; Pneumatic Tools installed throughout the Works.

50-ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets and Metal Specimens.

GRAVING DOCK 78ft. by 88ft. by 8ft. 6 in. Pumps empty Dock in 2 3/4 hours.

## THREE PATENT SLIPWAYS taking vessels up to 3,000 tons in weight, providing conditions for painting ships with most efficient results.

100-TON ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHEDS RANGING UP TO 100 TONS.

Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.

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HONGKONG, CANTON &amp; YOKOHAMA.

## Shipping-Steamers.

## DOUGLAS STEAMSHIP CO. LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOSHOW AND RETURN. (Occupying 9 to 10 days.)

HAICHING ... Capt. W. C. Pasmore. FRIDAY, 4th Aug., at 1 p.m.  
Haitan ... Capt. J. S. Roach. TUESDAY, 8th Aug., at 1 p.m.  
Haimun ... Capt. A. H. Stewart. FRIDAY, 11th Aug., at 1 p.m.

During the months of JULY and AUGUST, RETURN TICKETS are available for three months will be issued at a reduction of 20% on the usual rate to Foochow.

Steamers will arrive at, and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas, Laprak &amp; Co., General Managers.

[1257]

## Consignee

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamship

"SOCOTRA,"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ and STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 3rd Aug., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. Goddard and Douglas, at 10 a.m. on Mondays and Thursdays. All Claims must be presented within one day of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 27th July, 1911. [4]

## NORDDEUTSCHER LLOYD, BREMEN.

## IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ WALDEMAR,"

having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 1st of August, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st of August, at 9.30 a.m.

All claims must reach us before the 8th of August, 1911, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELCHERS &amp; CO., General Agents.

Hongkong, 21st July, 1911. [1256]

## "3-EN" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

S.S. "BENDORAN,"

FROM ANTWERP, MIDDLESBRO, LONDON &amp; STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Under-Signed on or before the 10th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst. at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

J. B. LIVINGSTON &amp; CO., Agents.

Hongkong, 2nd Aug. 1911. [1252]

## To Sail

## "SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM &amp; ANTWERP.

THE Steamship

"PEMBROKESHIRE,"

Captain W. Barrett, will be despatched as above about 4th August.

The attention of passengers is directed to the splendid accommodation afforded by this steamer at cheap rates. A Doctor and Stewards are carried, and all cabins have electric fans.

For Freight or Passage, apply to

ARDINE, MATHESON &amp; Co., Ltd. Agents.

Hongkong, 20th July, 1911. [1248]

## FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Rangoon, Madras, and Mauritius.)

THE Steamship

"LIGHTNING,"

Captain E. P. Smith, will be despatched for the above ports on FRIDAY, the 4th August, at Noon.

For Freight or Passage, apply to

DAVID SASSOON &amp; CO., LD. Agents.

Hongkong, 31st July, 1911. [1284]

## The Peninsular &amp; Oriental Steam Navigation Company.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"DELHI,"

Captain H. S. Bradshaw, carrying His Majesty's Mails, will be despatched from this for Bombay, &amp;c., on SATURDAY, the 5th August, 1911, at Noon, taking passengers and Cargo in connection with the Company's s.s. "Moldavia," 9,500 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &amp;c., will be conveyed via Bombay by the s.s. "Calcutta," due in London on the 17th September, 1911.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 22nd July, 1911. [4]

## Regular Steamship Service to New York, via PORTS and SUEZ CANAL (With Liberty to Call at Malabar Coast).

"REPOSED SAILING FROM HONGKONG."

FOR NEW YORK:

S.S. "SILK" ..... [Sailing on or about 16th Aug.]

For Freight and further information, apply to

DODWELL &amp; CO., LTD., Agents.

Hongkong, 27th July, 1911. [1250]

## To Sail

## THE CHINESE ENGINEERING AND MINING CO., LTD.

CANTON-HONGKONG-TIENTSIN LINE.

THE (Chartered Steamship) "ONSANG"

Taking Cargo on Through Bills of Lading to Tientsin, via Taku, or Chingwangtao &amp; Hall, will be despatched for Chingwangtao on or about 6th August.



